From:	James Rice
To:	Public Testimony
Subject:	Oppose 210966
Date:	Friday, December 10, 2021 1:09:58 PM

Dear Councilmembers:

I am writing in **opposition** to proposed ordinance 210966. This proposal is a **huge step backwards for safety** in KCMO and runs contrary to the City's **Complete Streets Ordinance** and adopted **Vision Zero Resolution**.

Bike lanes improve safety on our streets in many ways. They provide a safe route for bicycle riders on our streets that are too often dangerous and intimidating places to ride. They improve safety for pedestrians on the sidewalk by slowing auto traffic and providing separation between auto traffic and the sidewalk. They also reduce the number of auto lanes a pedestrian must traverse at a crosswalk. On streets with poor or lacking sidewalks they can be used as walkways by people on foot or using mobility devices. They also improve safety for drivers by right-sizing streets to discourage speeding and to remove conflicts with people on bikes or other mobility devices.

KCMO has declared a Climate Emergency. Bike lanes provide an environmental benefit to the city by promoting modal shift away from cars, thereby reducing carbon emissions. As demonstrated on the new 27th Street bike lane, a bike project can be coupled with infrastructure to support buses and improve service. Improved bus service is also an important way to promote modal shift. Bicycle and foot traffic is less destructive to pavement than autos, so money is saved in the long run by reducing the frequency of street overlays on bike routes and the associated carbon emissions.

Bike lanes empower people. Young people can experience freedom of movement without relying on their parents to drive them around. People with disabilities that prevent them from driving may still be able to bicycle, but will benefit regardless from the safer walking infrastructure. Economically disadvantaged people can utilize bicycles for cost-effective transportation and save the money that would otherwise be spent on driving. Bicycles also act as a supplement to our transit network.

Removal of existing bike infrastructure throws away our tax money. Typically, these lanes are during a street resurfacing project. The street must be painted regardless of configuration and the additional features for a bike lane are a marginal cost. Spending time and money to remove bike lanes takes resources away from the city that could be spent on positive improvements, such as sidewalk repairs.

The public already spoke in favor of bike lanes. Extensive public outreach was performed by KCMO staff during the development of the **Bike Plan**. Neighborhood associations, while valuable parts of our communities, often do not represent a true cross-section of neighborhood feelings. Their voice should not be granted weight over that of genuine public outreach. Unhoused people, young people, and immigrants are often the people who use bicycles most for transportation and least likely to be represented by neighborhood associations.

Please do not pass 210966.

Please **update** the **Complete Streets** policy to match current national best practices.

Please **adopt** the **Bike Plan** developed by KCMO's own staffers and based on extensive public outreach.

Thank you,
James Rice
816-872-0681